

third interest in the Chicago Inter Ocean, with the right to dictate the policy of that newspaper.

George W. Hamlin, who had partial control of the paper, had before C. B. Warren, president of the Michigan Sugar Company, the plan of purchasing from the various sugar companies the Inter Ocean Company valued at \$200,000.

#### Seek Newspaper Control.

A letter from Hamlin to Warren gave details of the elaborate plan of purchase and control of the newspaper. The letter, which was dated March 20, 1912, read in part:

"Since writing you on Saturday I have had two conferences with Mr. Hamlin, who controls the Chicago Inter Ocean. It seems to me that the matter of purchasing the Inter Ocean Company is a very important one, and one which should be handled with the greatest care. Mr. Hamlin (Republican of Michigan) may have spoken to you about this matter. It seems that Mr. Hamlin has purchased or arranged to purchase the Inter Ocean Company for \$200,000. The total bond issue of the paper is \$500,000, including the above, and bears interest at 5 per cent, and matures in 1936. Of the \$200,000 mentioned \$150,000 has already been placed, and Mr. Hamlin desires assistance in handling the remaining \$50,000. In placing the bonds already sold Mr. Hamlin has had the assistance of the Vice-President and ex-Speaker Cannon, both of whom are interested in seeing him carry through this transaction. His proposal is that we assist him in taking care of the remainder of these bonds, \$50,000 of the proceeds to go to working capital. I think no paper published in that section of the country as so generally quoted by the agricultural and country press as the Inter Ocean. The paper has always been friendly to our interests and should we aid Mr. Hamlin, a specialty will be made of the sugar tariff and our business will receive particular attention all along the line. The daily circulation of the paper is about \$8,000."

#### Planned to Retain Senators.

Another letter read into evidence was from C. S. Maury, president of the Great Western Sugar Company of Denver, to Thomas B. Cutler, general manager of the Utah-Idaho Sugar Company. In this letter reference is made to a campaign by Charles Smith of the Bay City Sugar Refinery over the selection of Truman G. Palmer as legislative agent at Washington. The letter indicates that a suggestion was being considered of retaining former Senator Flint of California or former Senator Teller of Colorado.

The publicity fight on the part of the American beet sugar interests is reviewed in a letter dated December 2, 1911, sent by Mr. Hamlin to C. B. Warren at Detroit. The beet sugar men were very much concerned over the lively interest in the free sugar propaganda which the publicity bureau of Frank C. Lowry of the Federal sugar refinery had started in the East.

Mr. Hamlin's fear that the free sugar people were getting the better of the beet sugar interests in the matter of publicity was again shown in correspondence between himself and Mr. Gore. Hamlin wrote:

"After our securing an agreement with the A. P. to carry 600 words the Eastern papers carried only about 100 words. I have written to Mr. Stone and asked that in the future the beet sugar industry be given at least equal treatment with the Eastern refiners."

#### Relied on Railroads.

How the railroads were to help the nationwide crusade for the protection of the beet sugar industry from anticipated extinction was outlined in one of the letters written by Hamlin as follows:

"I have seen C. B. Nicholson, president of the Atchafalaya, Topeka and Santa Fe Railroad Company, and asked him to throw the weight of the influence of his great corporation in our direction. He has agreed to do what he can for us and will bring what influence he possesses to bear in our favor. He suggested that I make similar representations to Darius Miller, president of the Chicago, Burlington and Quincy, and to Mr. Nichols of the Great Northern Railroad."

The letters to and from Senators were to a great degree innocuous.

The United States Beet Sugar Industry was the reorganization of the defunct American Beet Sugar Association. It was organized in 1911. In a letter to J. Ross Clark of Los Angeles, dated November 17, 1911, Mr. Hamlin gave the details of the organization.

"I was continued as chairman of the executive committee at a salary of \$15,000 a year," he wrote, "and this, with the salary of \$3,000 a year paid to Mr. Palmer constituted the salary list of the organization. The officer's expenses at Washington and my personal traveling expenses will probably bring the fixed charges of the association up to something over \$20,000 a year. Whatever is spent in excess of this will be for publicity, the general feeling being that a large share of our energy should be expended along that line. The amount cannot be estimated as no money will be spent save where it appears we can get results, and when results can be obtained the feeling is that we ought to be pretty liberal in this respect. It is anticipated an expenditure equal to two cents a bag may be necessary, but only in case it can be used along with publicity, and it is always in mind that every dollar expended should be carefully expended, and that it is easier to waste money in this direction than in almost any other."

#### Prepared Congress Speeches.

A phase of the work that the organization of the beet sugar men accomplished in the matter of preparing material for speeches for members of Congress is shown in a letter from Mr. Hamlin to Mr. Warren under date of February 1, 1912. The Underwood sugar bill was about to appear in the House of Representatives and opponents wanted ammunition. It was up to the beet sugar men to furnish the date.

"Mr. Pickett of Iowa, who is classed as an insurgent," says the letter, "will make one of the principal speeches of opposition to any sugar measure which may be brought in. Mr. Palmer is now at work on the necessary data. He will take the question up from the standpoint of its being a refinery's propaganda and also from the agricultural end. Mr. McCreedy of Wyoming also wishes to enter into the fight on the floor and be equipped with the necessary information. It is for him that I want Mr. Hathaway to prepare a brief."

#### KOHLSTADT UNCONTROLLED.

Sugar Interests Have Kept Aloof, Newspaper Owner Says.

Chicago, June 17.—"The correspondence connecting the Chicago Inter Ocean with the sugar lobby was written several years before I bought control of the newspaper and the information to-night is the first I have had in connection with the matter," said Hermann H. Kohlstaedt, editor and owner of the Inter Ocean, to The Sun correspondent to-night.

"My understanding of the testimony before the committee to-day is that it was not shown that any of the sugar people own any of the Inter Ocean bonds. I personally cannot say whether

## Colorado This Summer for Your Annual Vacation.

And it's a real "thriller," I tell you—a panorama to remember for a lifetime. Truly, Colorado is full of wonders—and full of bracing, brilliant loveliness, too, where, valleys and streams are simply enchanting.

Begin your happy vacation on the "Rocky Mountain Limited"—every morning from Chicago to Denver, Colorado Springs and Pueblo via Rock Island Lines—a train that is a one-day wonder in itself—only Colorado could make you willing to leave it.

"The Colorado Flyer" every morning from St. Louis and other splendidly equipped, fast daily trains via Rock Island Lines to Colorado.

Low fares daily, one list to September 30th. "Little Journeys in Colorado" and "Under the Turquoise Sky" are two books which make the way clear. Let me send them to you. R. E. Palmer, Gen'l Eastern Pass. Agent, 1238 Broadway, New York, N. Y.

they do or not. I bought the stock control, and the bonds not being registered, are scattered. In whose hands they now are I do not know. The Sun may say positively, however, that none of the sugar people has approached me since I came in possession of the paper."

## PHONE GIRLS TO QUIT IN BODY, SAY LEADERS

### St. Louis Men Arrested on Charge of Advising Women to Smash Things.

St. Louis, June 17.—Union leaders who are directing the strike of the telephone operators of the Southwestern Telegraph and Telephone Company (the Bell system) at St. Louis said to-night that the walk-out would become general to-morrow.

They say that girls who failed to leave their posts at the call of their union at 10 o'clock this morning would not return to work to-morrow.

Squads of pickets patrolled all the exchanges of the company to-day and met the girls as they came to work. Many operators were turned back at the doors of the exchanges. The number of operators who walked out during the day could not be definitely determined. Union leaders said 205 of the day force had quit and the Bell officials declared the number was 63.

Crowds surrounded most of the downtown exchanges and applauded the work of the pickets. At Tenth and Olive streets opposite the building of the Main and Olive exchanges 1,000 persons gathered and blocked traffic all day.

Four men were arrested when it was alleged they advised girl pickets to throw stones through windows of the telephone building where the exchanges are located. An automobile in which were Mrs. Sarah Spraggon, James Noonan, vice-president of the International Union of Electrical Workers, and a half dozen striking operators visited all the stations and encouraged the pickets.

Closely following them was an automobile of the Bell Telephone Company in which were Humphrey Sullivan of the Bell company and newspaper men. In all exchanges the places of the strikers had been filled with girls who, according to Sullivan, were formerly in the employ of the company and had been recalled to help in the emergency. The Grand Exchange was worst hit. There were 37 day operators working there. Company figures were that it had quit and that 5 had failed to report. Strikers said it had walked out.

#### CANADIAN EXPEDITION STARTS.

Stefansson Will Join the Explorers at Nome.

Victoria, B. C., June 17.—The Canadian Arctic expedition minus their two leaders sailed to-day on the whaler Karluik from Esquimaux harbor, the anchor being weighed between 3 and 4 o'clock. Capt. Bartlett was on the bridge.

The Karluik was loaded low down with provisions and scientific equipment. She has two hundred tons of foodstuffs and equipment aboard and two hundred tons of coal. The amount used on the way up will be replaced at Nome, where Stefansson and Anderson, the leader and his first lieutenant, will join the rest of the party. Stefansson is staying behind to clear up business still on hand and will go north by the ordinary mail boat.

The compasses were tested this morning by sailing round the harbor. The ship had on board the Lieutenant-Governor of British Columbia and the Premier. The instruments were found to be correct. A large crowd witnessed the departure from the wharf and the adjacent points. The doubts expressed as to the whaler's fitness for the expedition were set at rest by Capt. Bartlett, who declares that she is built for the job and that her stout Australian oak hull is capable of withstanding anything. The Karluik and will take the explorers to St. Patrick's Land, where Dr. Anderson will continue the investigation of the blond Eskimos and Stefansson will go north to discover the nature of the territory along the 141st parallel. He will establish a base at Victoria Land. The Karluik returns to Victoria next fall, but the explorers expect to be away three years.

#### SPARKS FROM THE TELEGRAPH.

Twelve business structures and three dwellings were destroyed yesterday at Pendle, near Monticello, N. Y., in a fire caused by an oil stove overturning in the home of Mrs. B. Wolfe when she was spanking her son.

In New York State during April there were 12,414 deaths and 18,018 births. Consumption caused 1,651 deaths and cancer 658.

William Taylor, an Englishman, former valet to Chauncey Depew, was deported from Boston yesterday as an undesirable alien.

Sales of parcel post stamps from January to March 31, the first three months the system was operated, amounted to \$7,076,517. In the period approximately 150,000,000 parcel post packages were handled.

An explosion caused a fire yesterday that resulted in the destruction of the building of the Lake Shore Seed Company, Dunkirk, N. Y., owned by Reuben W. and David A. Wright. The loss was about \$80,000, covered by insurance.

## TESTS CRIPPLE WRECK ENGINE

Continued from First Page.

Doherty and his brother-in-law were invited by the railroad to join the party passengers, but neither appeared.

In the cab also were Howard, the Interstate Commerce Commission engineer, and Patrick J. Langan, a brake inspector of the Lackawanna, and two other men of the same profession.

Scattered through the train from mail coach to the wooden day coach at the tail end were T. L. Burton of the Westinghouse Company, passing for hours at an air pressure gauge; C. W. Martin of the Pennsylvania, Charles N. Joy of the New Haven, General Manager C. L. Bardo, General Superintendent J. A. Droege, all of the New Haven; J. S. Hawley, inspector, and T. E. Ford, both from the Interstate Commerce Commission; C. C. Elwell, chief engineer of the Public Utilities Commission of Connecticut, and two dozen other watchful and silent men.

Coroner Phelan and newspaper men sat out at Bridgeport at 11:45 o'clock and the day was really started. The engineer's colors were the same as the signalmen along the line—to put

absolutely bad in the light of to-day's experiments, as on several standard railroads that he knew of the regulation first reduction of air is eight or ten pounds.

"However," he added, "if I had been in the cab I should have used all the power I had in trying to stop the big Pacific type locomotive that Doherty was running."

The Coroner will wind up his inquiry at Stamford with a session beginning at 2 o'clock on Friday afternoon. He may have other sessions in Bridgeport and New Haven later. The inquiry of the Interstate Commerce Commission and the Public Utilities Commission will begin at the Stratfield House in Bridgeport at 10 o'clock to-morrow morning.

#### SAYS ENGINE FAILED HIM.

Lackawanna Engineer Had Reported Loose Cab.

Horsell, N. Y., June 17.—William H. Schroeder, the Lackawanna engineer charged with manslaughter in the second degree following an investigation of the train wreck near Gibson on the morning of July 4, was called to the stand to-day in his defense. Schroeder told the story of the wreck in part as follows:

"I noticed that there appeared to be too much water in the water glass soon after I left Elmira. Instead of the water in the glass moving with the motion of the engine it remained stationary, showing that something was wrong. I throttled the injector down and it

refused to work. I closed the steam throttle and the water in the glass at once went down, making it certain that I did not have enough water in the boiler. I then started to prime the other injector, but found that the overhead rod leading out of the cab would not work because the cab was loose, as had been reported by me to the officials.

"I tried to bend the rod with a monkey wrench, but could not. I went back and started the second injector, which worked. At this time I saw the danger signal and at the same time saw the rear end of No. 9 about a hundred feet away. I at once shut off steam and applied the air."

"The next I remember I was in the ditch near the engine. I don't know how I got there."

"It was foggy that morning and the only way I could see the signals was to look up at them as I shot past. There were no torpedoes or flags put down against me and the last signal I saw was standing at clear. I was traveling at the usual speed, sixty miles per hour, and the air pump was in operation."

On the second trip from Danien the Coroner, sitting in the rear car and trying to read the speed gauge, spoke his mind to H. W. Beckman, chief inspector of safety appliances for the Interstate Commerce Commission.

"Why don't you have a better here to tell us what's going on?" demanded the Coroner. "We don't know anything except that the indicator is jangling up and down."

But no lecturer appeared.

On this second trip the object was to see what the engine would do when full service application of the brakes, thirty pounds pressure, was made, when the engineer saw the distance signal at Stamford set against him. The speed reached was fifty-five miles. The stop was made in 39 seconds, 1,994 feet.

Back again to Noroton for a sixty mile an hour dash ended by the emergency brake. The speed attained was 57½ miles an hour and the train stopped in 1,617 feet.

"Now," said the man who was bossing the tests, "let's run at sixty miles an hour, make a fifteen pound service air reduction, repeat with fifteen pounds more, and see what she'll do. That's the way an engineer should use his brakes."

The speed attained was 56½ miles an hour. The train stopped in 2,586 feet; time, 49.35 seconds.

The train pulled back to Noroton, and now the orders were to "Repeat Doherty's run." The gait was sixty miles an hour. The brakes got a ten pound service application, however, at a point further east than Doherty's first trip at his last. It was followed by a five pound reduction and then by emergency at the distance signal. From fifty-seven miles an hour the grinding wheels stopped in 49.35 seconds, the distance 2,667 feet.

Used Brakes at Signal.

The sixth test, the one which 1913 met by running 87½ feet beyond the scene of the wreck, more nearly conformed to the performance of Thursday. It will be remembered that Doherty testified that he shut off his power when he first saw the distance signal set against him, but did not use the brakes until he reached that signal.

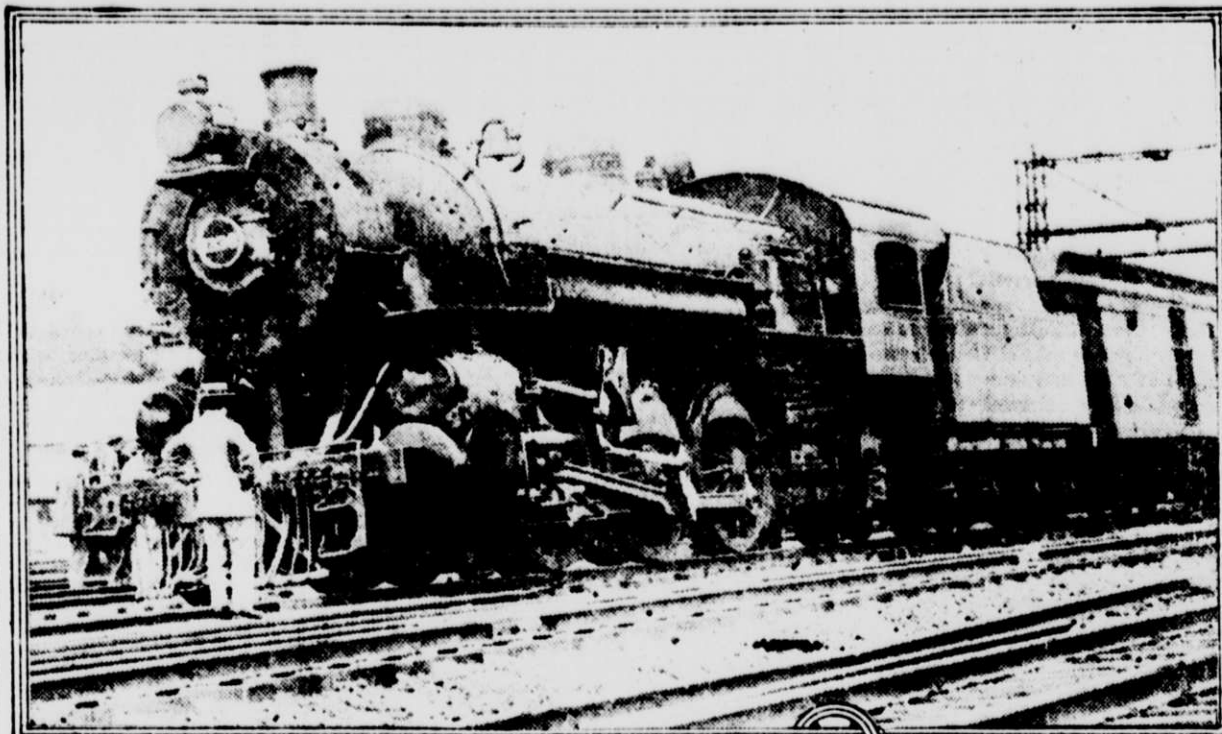
Engineer McCordville met these conditions exactly yesterday on this seventh test—ten pounds service reduction, followed by five pounds and then by emergency. The locomotive pounded along and was 59½ seconds stopping in 2,294 feet.

As to distances it was by no means its worst performance of the day, but the brakes were worked differently and there would have been a bad wreck had the Boston Express been in front.

The eighth and last test was to have determined the efficiency of the driver and tender brakes as compared with the car brakes by cutting the train in two while it was going sixty miles an hour. But it was on this trip that one of the brake lever pins dropped out. This test will be repeated to-morrow for the Coroner.

Mr. Howard said to-night that he wouldn't consider Doherty's braking as

## Engine That Was in Wreck and Officials



Testing the Locomotive



Coroner Thelan (Left) and Gen. Manager Woodward

PHOTO COURTESY BY AMERICAN PRESS

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## BRYAN CALLS A HALT ON CURRENCY BILL

Domination of Banks Feared by Secretary in Glass-Owen Measure.

### WILSON ASKS FOR CHANGES

Presentation of President's Message Probably Will Be Delayed Also.

WASHINGTON, June 17.—The agreement reached yesterday on the Glass-Owen banking and currency revision bill was upset to-day by certain suggestions supposed to have been made by Secretary Bryan. As a result this bill, which was to have been introduced on Friday coincident with the presentation of President Wilson's message, probably will not be offered until next week.

Meantime changes will be made to conform to suggestions made to-night by President Wilson, who held a long conference at the White House with

Secretary McAdoo, Mr. Glass, chairman of the House committee, and Senator Owen, chairman of the Senate committee.

It was said to-night on good authority that Secretary Bryan feared that the Glass-Owen bill as drawn would give the banks too great power over the new system of banking associations that it is proposed to create.

Just what changes are to be made to avoid the danger of "bank domination" was not made clear. Mr. Glass said:

"The President wants certain changes made in the bill. We will make them."

Mr. Glass expressed the opinion that there would be delay in the presentation of President Wilson's message.

Leaders in Congress are chafed over the new trouble over the banking and currency programme. It became known to the House leaders last week that there were signs of trouble as a result of what is termed the interference of Mr. Bryan.

Until recently the Secretary of State gave little or no sign that he would attempt to impress his views on those who were preparing the bill in advance of its introduction in Congress. He is of the opinion that there is danger of bank domination of the central board of control and through that body domination by the banks of the fifteen regional associations.

Bill to Have Hard Road.

Copies of the Glass-Owen bill were put in the hands of members of the Banking and Currency committees of the House and Senate to-day. Whether or not the measure is approved by the Administration it is bound to have a rocky road to travel in both houses.

Representative Bulkley of Ohio, a member of the House committee, who has examined the bill, said:

"The bill will not become a law in its present form. It will be materially amended, both in committee and in the House."

SULZER ATTACKED AGAIN.

Half Page Advertisement Nores His Veto of Power Bill.

ALBANY, June 17.—A half page advertisement was printed to-day in the Knickerbocker Press and Times-Union attacking Gov. Sulzer for his veto of the Murrain-Patrick bill authorizing the State to utilize barge canal waters at the State dam at Crescent and Viscer's Ferry in Saratoga county for the purpose of generating electricity to furnish light and power to the cities of Albany, Troy, Schenectady, Cohoes, Waterfall and Rensselaer.

Two paragraphs of the advertisement read as follows:

"The 'Invisible Government' we hear so much about seems to be at 54 Wall street, hot at Times Hall."

"The only defender of Gov. Sulzer's action on the hydro bill is Judge Samuel Beardsley, attorney for Anthony N. Brady, with offices at 54 Wall street, 2d fl."

## Mr. Winston Churchill's New Novel

### The Inside of the Cup IS

"A momentous one. We remember with unusual pleasure 'Richard Carvel,' 'The Crisis,' 'Coniston,' 'A Modern Chronicle' and other American novels of sterling merit. Now comes 'The Inside of the Cup,' a book big with the thought of the present hour—a novel that will surely make history."

Illustrated, \$1.50 net. At All Bookstores.

THE MACMILLAN COMPANY, Publishers - New York

## Miss Nethersole's New Novel

### Wilsam IS

"A big book in fiction, with an earnest and warrant of superiority, that sets its author on the seats of the mighty in the army of distinguished British fictionists. 'Wilsam' is a story marked by dramatic strength, skillful characterization, realism and sympathetic quality."

Cloth, \$1.35 net. At All Bookstores.

## Public Inspection S. S. IMPERATOR

World's Largest Ship, Sunday and Monday, June 22d and 23d, 10 A. M. to 5 P. M.

Tickets of admission may be obtained at the entrance of our Pier No. 1, Hoboken, N. J. A charge of 50c per person will be made, the proceeds to be devoted to charity.

Take Hudson Tubes or D., L. & W. ferries to Hoboken.

On sailing day, June 25th, admission to pier will be by card only, and limited to passengers and their friends.

HAMBURG-AMERICAN LINE 41-45 Broadway.

## LEWIS & CONGER

### Housefurnishing Warerooms

Cooking Utensils and moulds of every description, Cutlery, Earthenware, Kitchen and Laundry Furniture, Brushes, House Cleaning Materials and Polishes, Carpet Sweepers, Vacuum Cleaners, etc., etc.

Refrigerators that are sanitary, efficient and economical: Glass Lined, Metal Lined, Vitriol Steel Lined. HAMMOCKS, LAWN UMBRELLAS, TABLES AND SEATS. Nursery and Sick Room Requisites.

Fine Cut Glass, China and Art-Metal Goods in extensive variety, suitable for Wedding and Holiday Gifts. 45th Street and Sixth Avenue.

#### ITALIANS HAD HER, SHE WROTE.

Girl's Joke Sets Police and Newspaper Machinery to Work.

The disappearance of fifteen-year-old Annie Mackenzie caused a stir yesterday out in Dover, Del. The New York police and newspaper received word of a letter on a torn envelope received in Dover by Julia Ritter, Annie's schoolmate in the Northfield Seminary, Keene, N. H., which read:

"DEAR JULIA: I am in trouble here. I don't know where the house is. The people are Italians. It is in New York somewhere. I can't stand much more."

Julia's uncle, A. R. Bosson, notified the New York police by telegram and Commissioner Dougherty placed the case with the detectives of the West 100th street station, the district covered by the only address in the General's wire, 8 West Ninety-second street. This is the New York Italian Association for Nurses and its superintendent, Miss M. H. Wilson, immediately became very busy replying reporters.

She said that the girl's foster mother, Flora Mackenzie, was on a case in New York, N. Y., and that Annie had left the previous afternoon at 1 o'clock to go to Elizabeth, four hours after the posting of the faithful letter.

She was found in Elizabeth at the home of G. B. Benedict, 431 Morris avenue.

"It was just a girl's joke," she said.

#### LIBEL, SAYS CUBAN EX-SENATOR.

Wants \$250,000 From Contractor Reilly for Calling Him Fugitive.

Jose Antonio Frías, a former Senator of the Republic of Cuba, has brought an action in the Supreme Court against Hugh J. Reilly, a contractor, and John J. Buckley, Mr. Reilly's attorney, for \$250,000 damages for libel. Mr. Frías said that Reilly, in a suit against the Latin American Contracting and Importing Company, made the following statement in the complaint:

"On or about October 1, 1906, the defendant, Jose Antonio Frías, left the Republic of Cuba a fugitive from justice and thereafter resided in the Borough of Manhattan."

Mr. Frías says that this is false and defamatory; that he was never a fugitive from justice.

Political enemies of Mr. Frías in Cuba tried to implicate him in the political feud which resulted in the killing of Senator Villuendas at Cienfuegos in 1905.

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